CONNECT FRANKLIN

A Comprehensive Transportation Plan

Tennessee Sustainable Transportation Forum
May 24, 2017

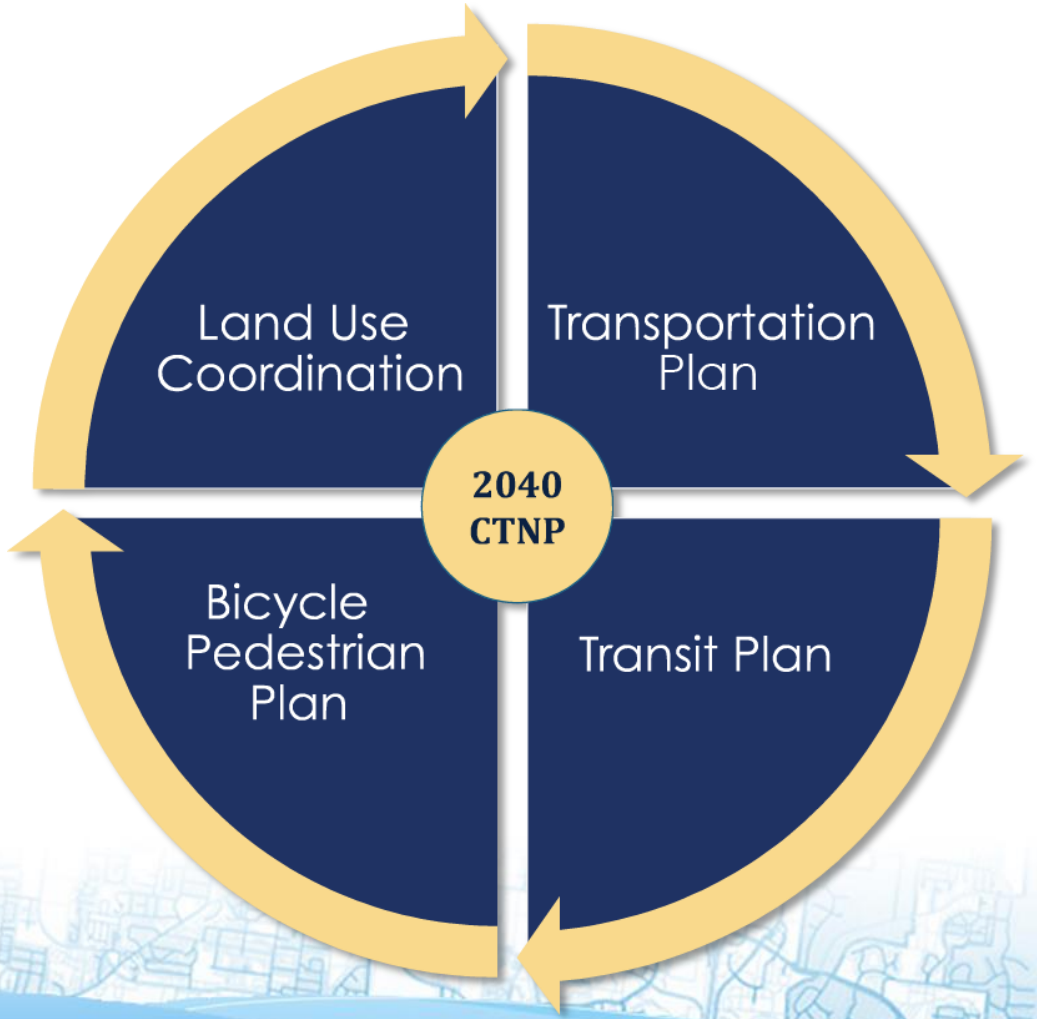
Why A New CTNP?

- Significant growth
- Need to consider land use impacts
- Need to update COF Travel Demand Model
- Need to consider a more sustainable multimodal approach to land use and transportation

PURPOSE

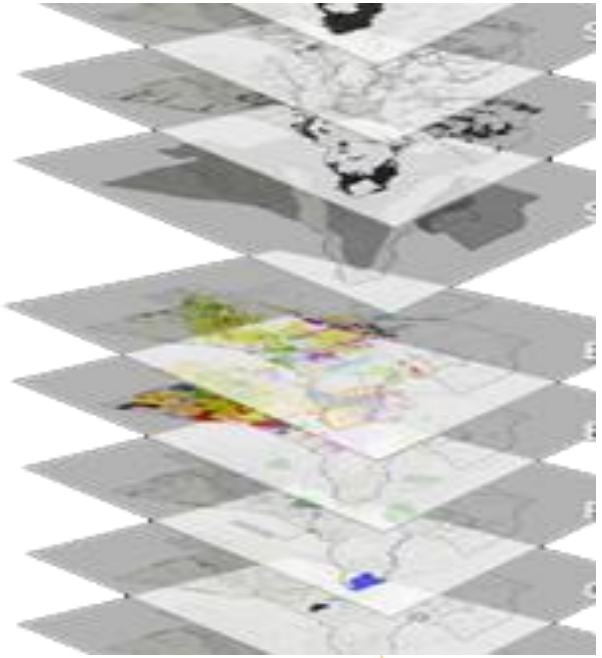
- Creation of a safe, convenient and efficient multimodal transportation system
- Coordinate transportation and land use planning
- Plan for growth to maintain and enhance high quality of life
- Promote economic development
- Identify, evaluate, and prioritize key transportation and multi-modal improvements through year 2040

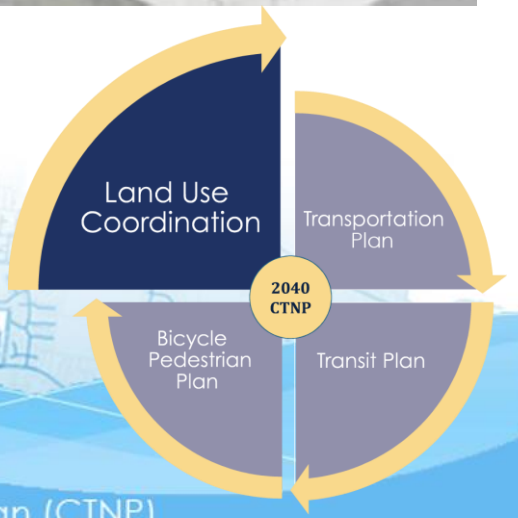
CTNP Approach



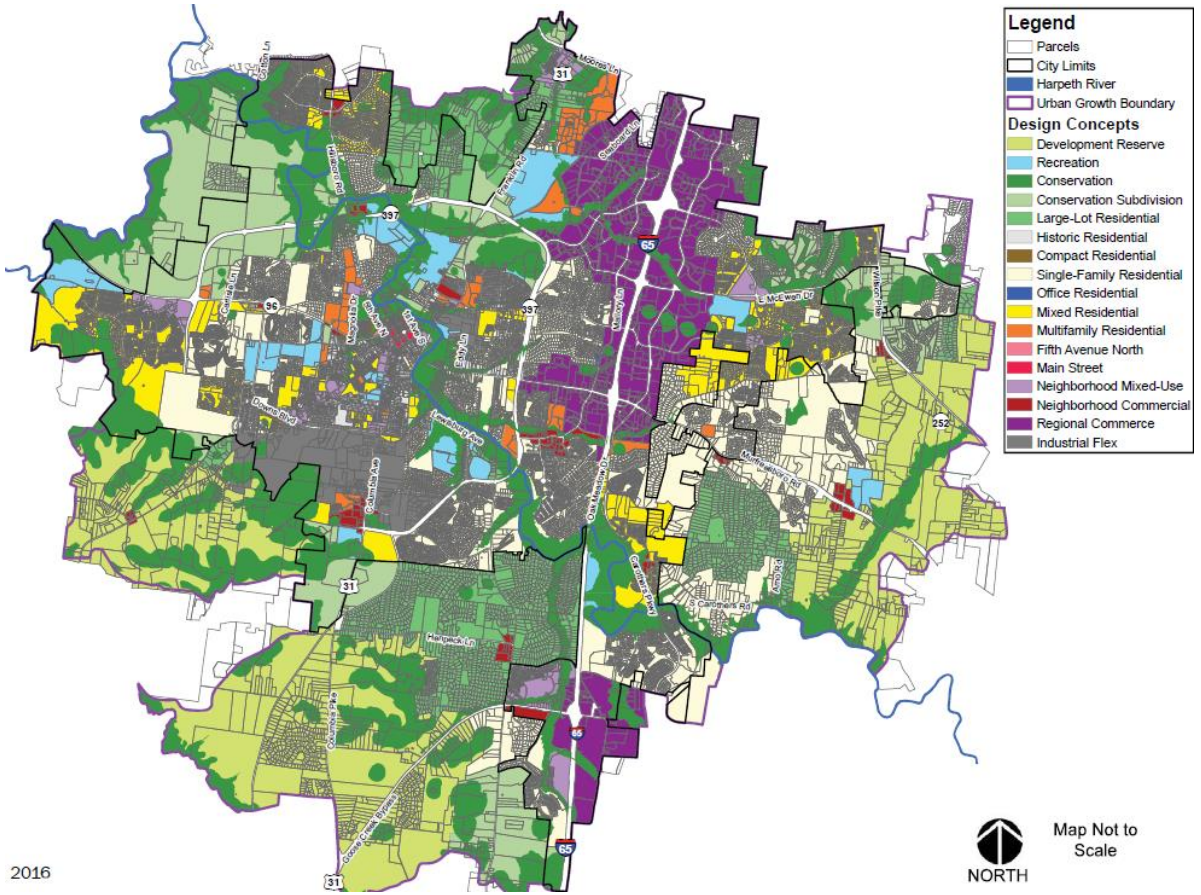
Land Use

- Employment and population projections
- CTNP harmonize planning efforts
- Transportation land use nexus
- Develop integrated future land use map
- Character areas updates

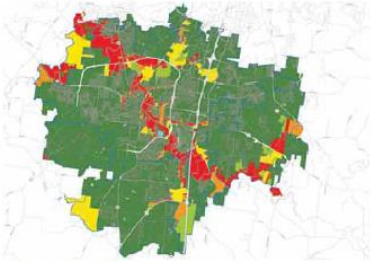


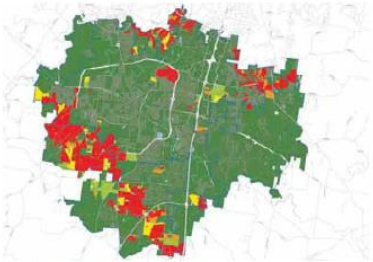


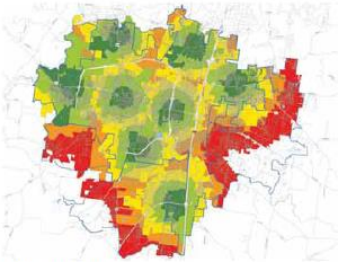
DESIGN CONCEPT / LANDUSE PLAN

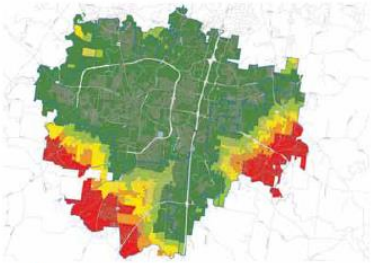


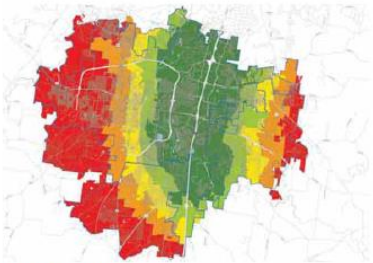
GIS LAND USE SUITABIILITY ANALYSIS

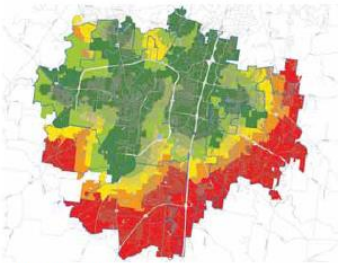

FLOODWAY AND FLOODPLAIN


HILLSIDES AND HILLTOPS

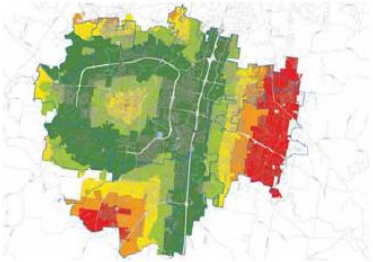

FIRE STATIONS

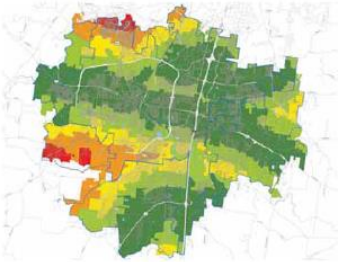

SEWER SERVICE


EMPLOYMENT CENTER

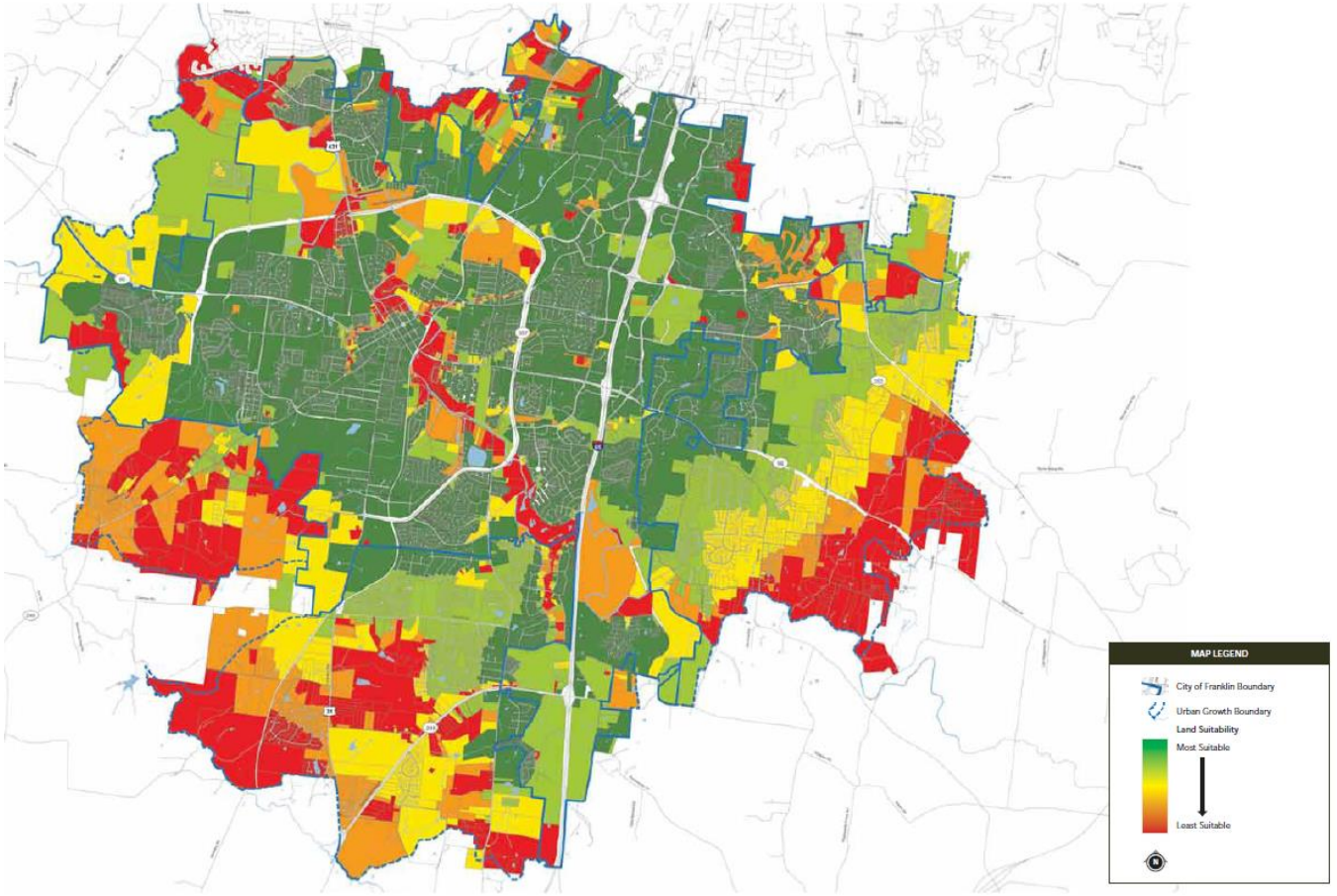

COMMERCIAL CENTERS


STREAM BUFFER


PRIMARY THOROUGHFARES


SECONDARY THOROUGHFARES

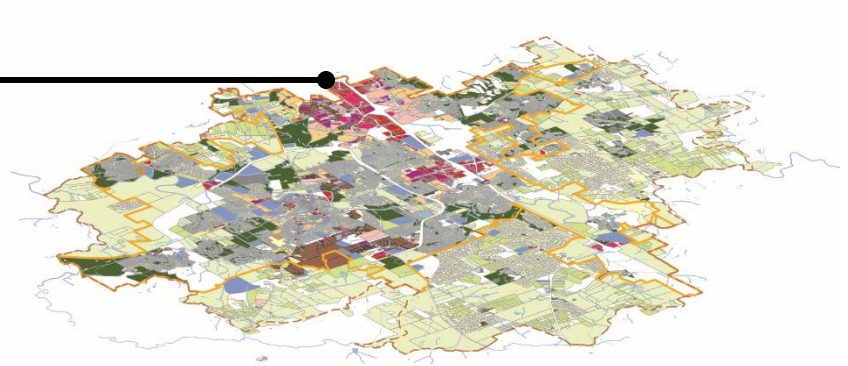
GIS LAND USE SUITABIILITY ANALYSIS



POPULATION AND EMPLOYMENT

EXISTING LAND USES

Reviewed existing land use information and field verified any areas of question.

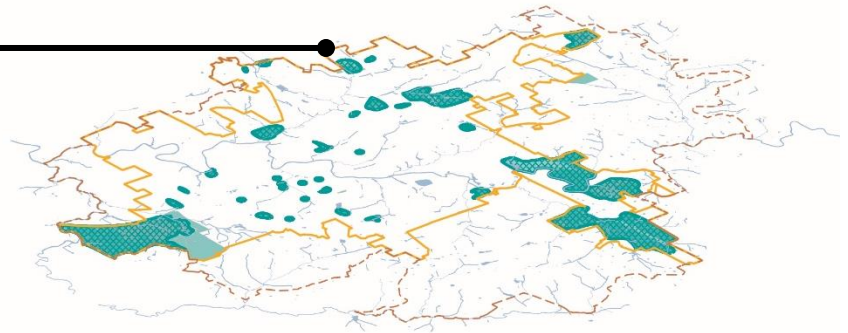


KNOWN DEVELOPMENTS

Mapped known development agreements.

Documented proposed number of units, building square footage, densities and FAR.

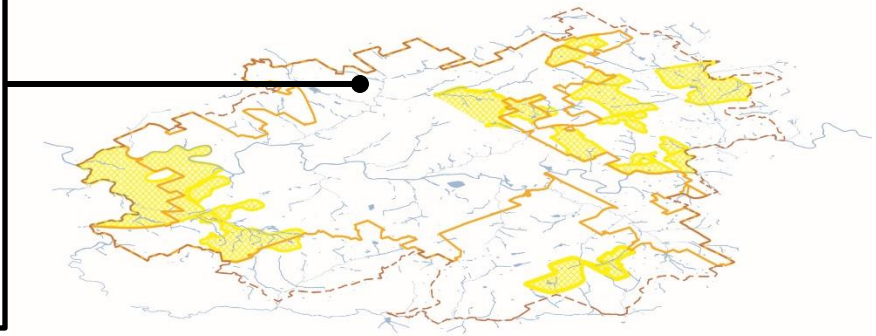
Cross referenced information with current and past City Development Reports.



POPULATION AND EMPLOYMENT

AREAS OF CHANGE

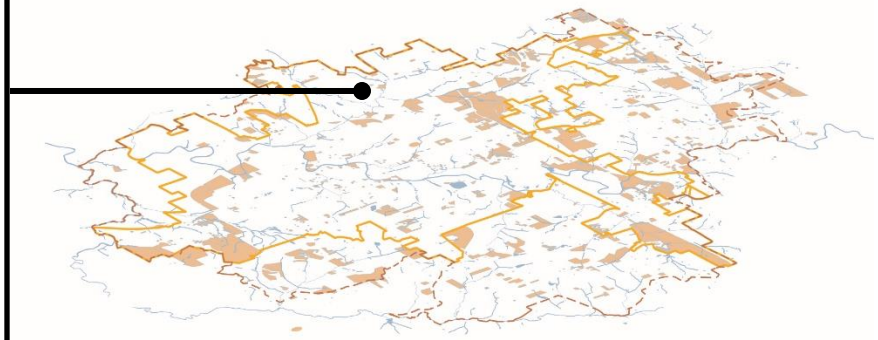
Using feedback from work sessions with planning and engineering staff, major areas of change were mapped and appropriate densities were applied.



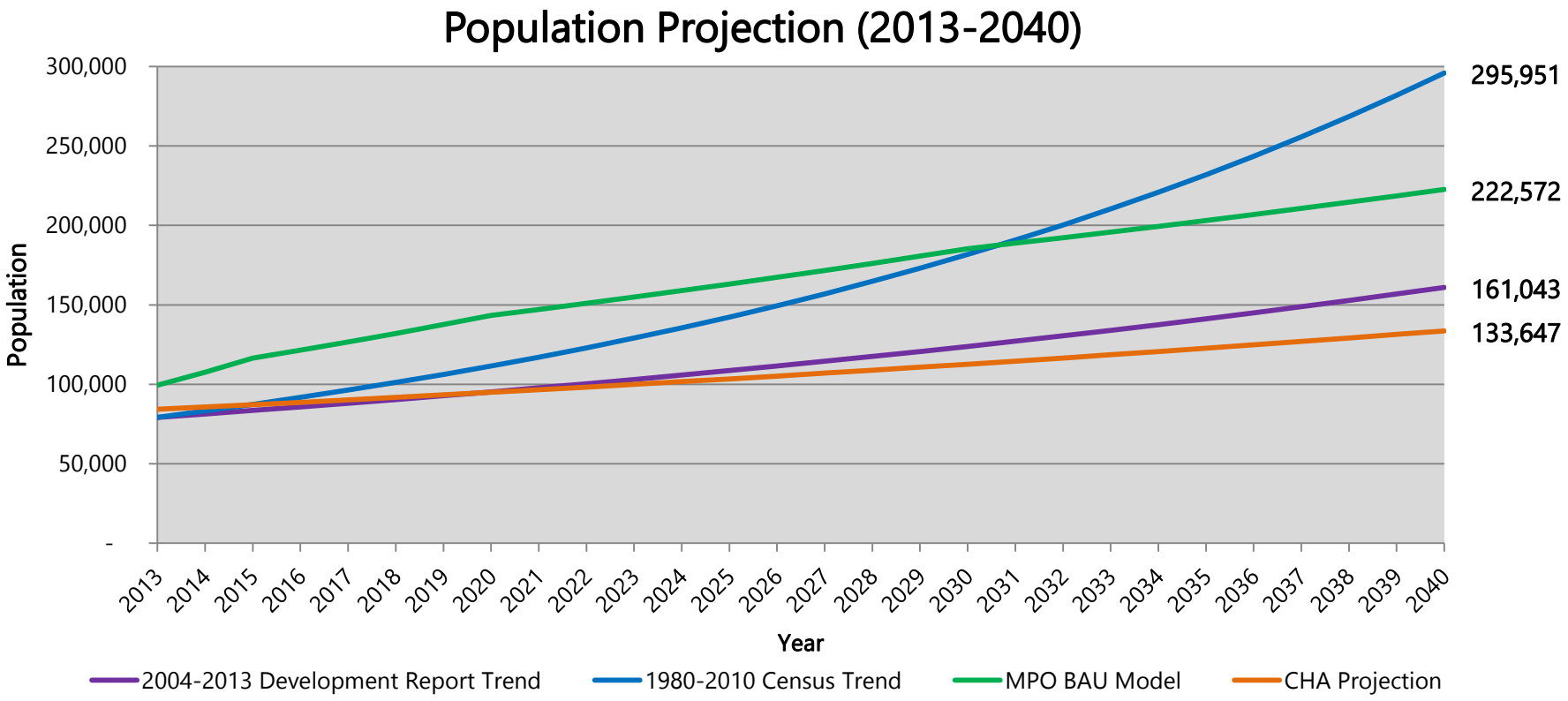
VACANT PARCELS

Identified all vacant parcels using City GIS information.

Assigned future land use to identified parcels based on existing zoning, surrounding uses, context, development feasibility, access and visibility.

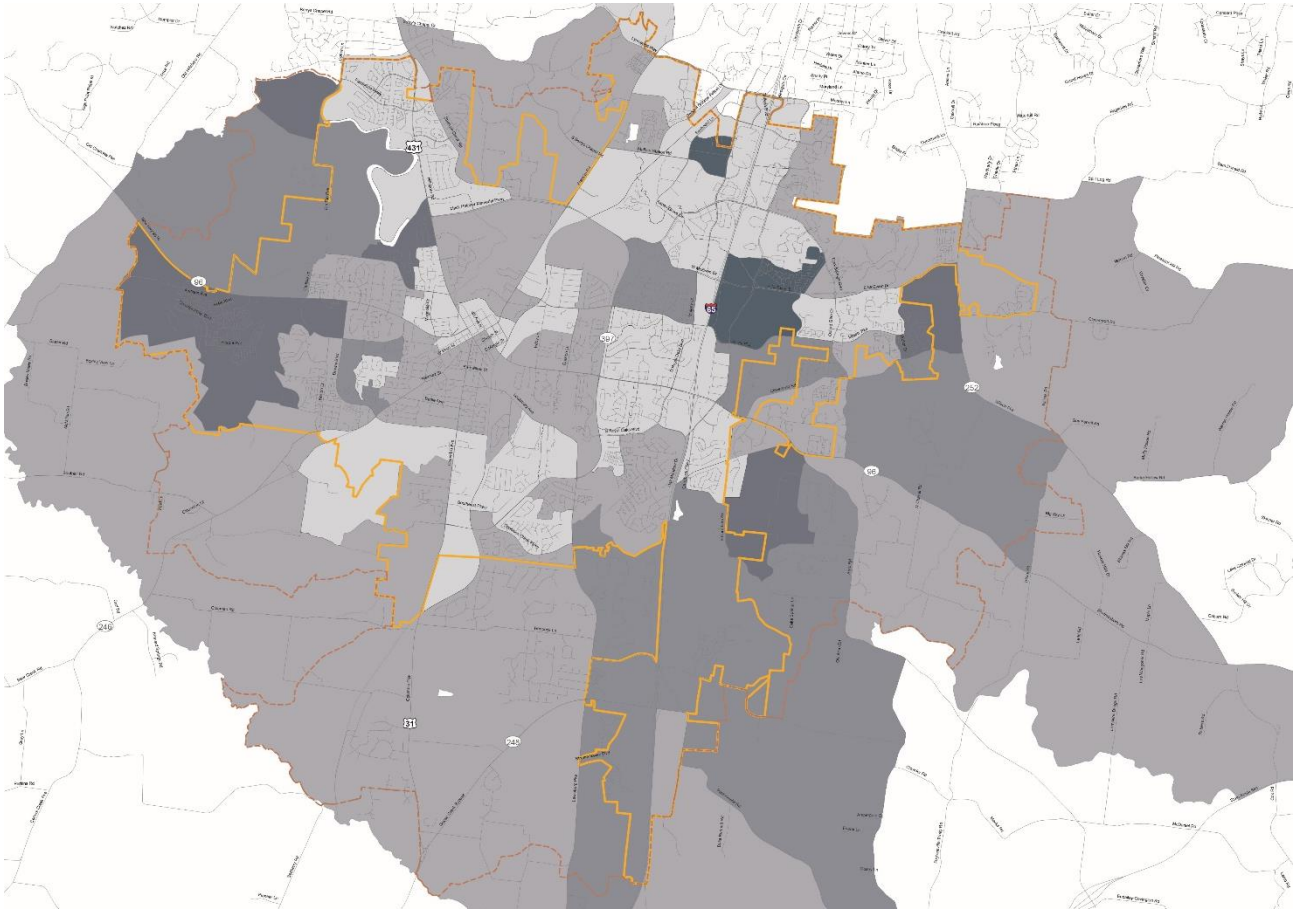


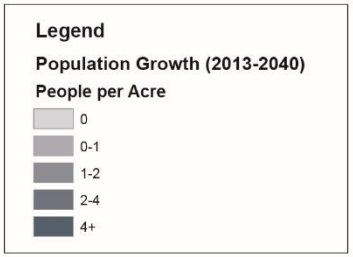
POPULATION PROJECTIONS



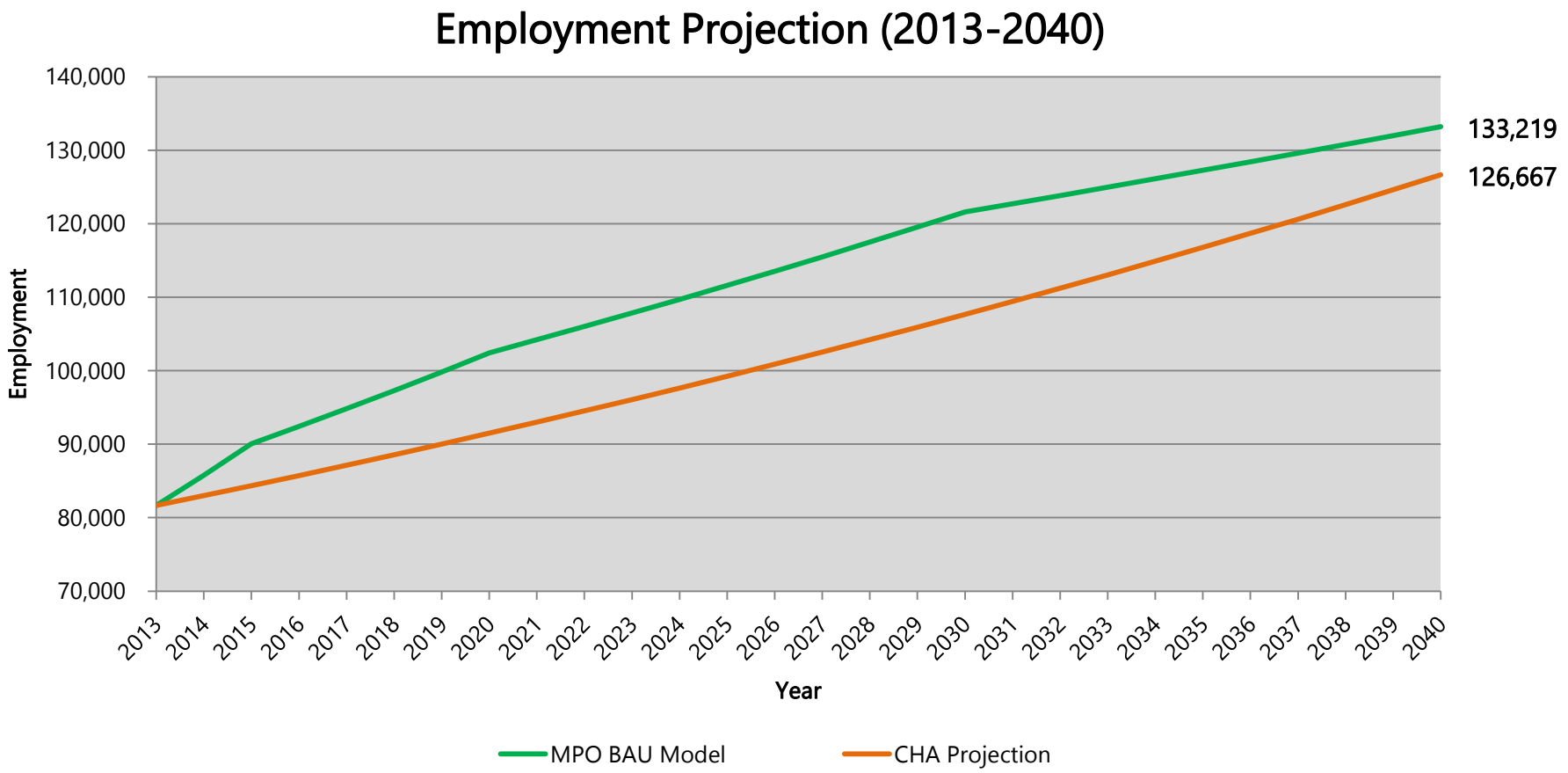
Note: For the MPO Model and CHA Projection, if a portion of a TAZ was within the UGB, the entire TAZ was included. Subsequently, these projections include some areas outside of the UGB.

POPULATION GROWTH PEOPLE PER ACRE

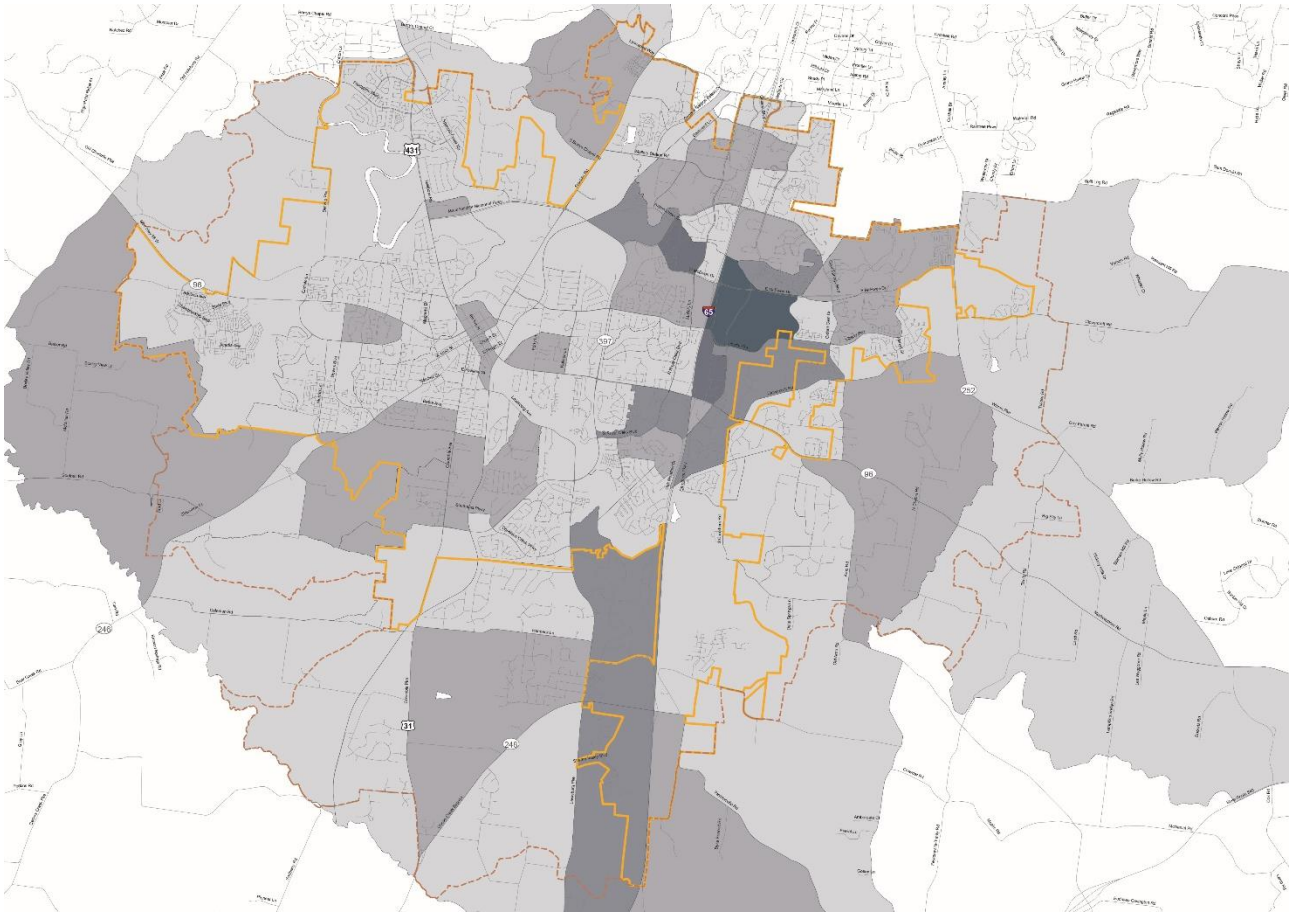




EMPLOYMENT PROJECTIONS



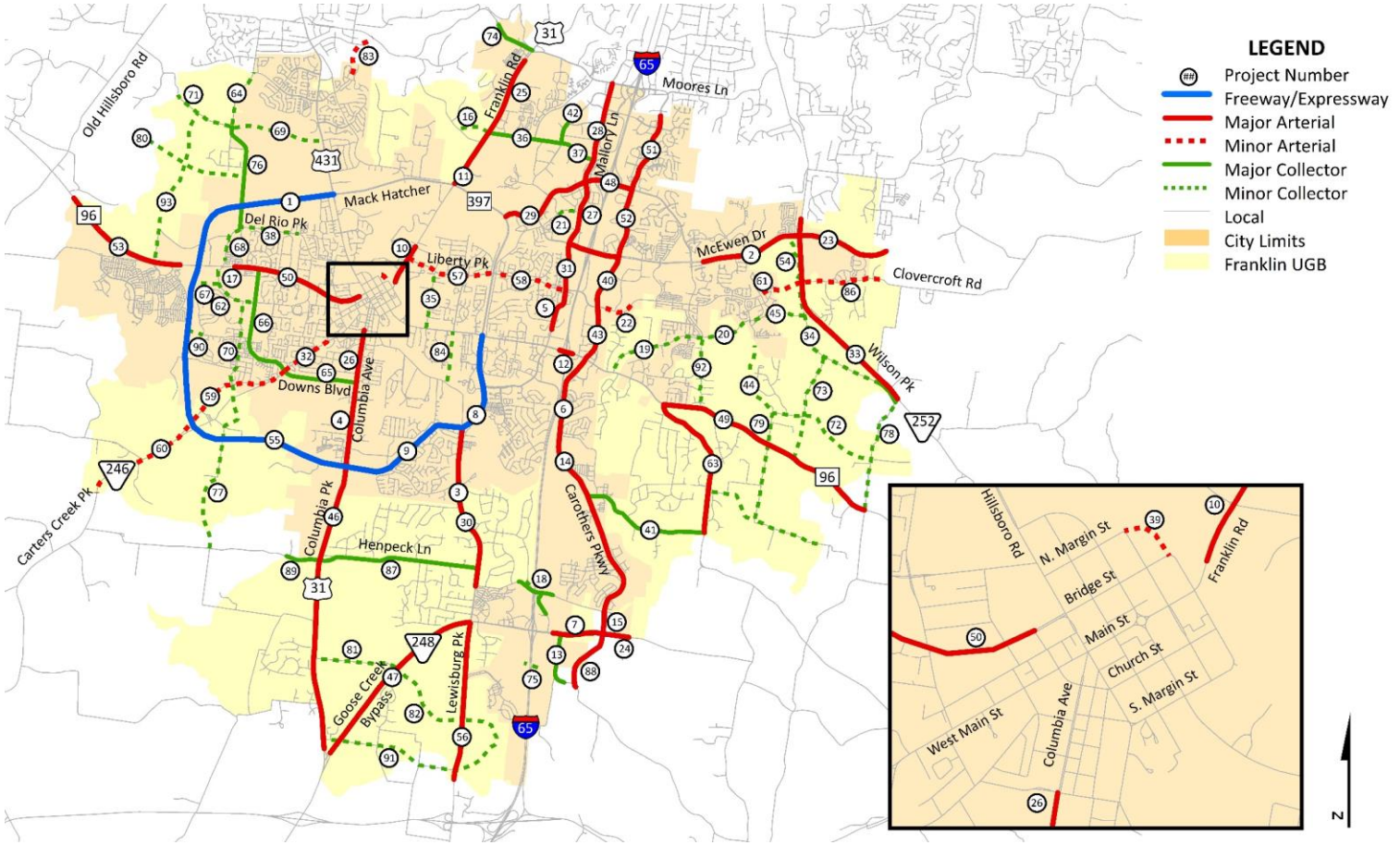
EMPLOYMENT GROWTH JOBS PER ACRE



Transportation Plan

- Inventory Existing Conditions
- Traffic analysis
- Identify relevant existing plans and data
- Update COF travel demand model
- Functional Classification of Roads
- Typical Cross Sections including roadway, transit, bicycle, and pedestrian facility locations

TRANSPORTATION PROJECTS



LOCAL ROADWAY NETWORK PLAN

PROJECT CUT SHEETS

53 HIGHWAY 96 WEST (SR-96W)
OLD HILLSBORO ROAD (SR-46) TO MACK HATCHER PARKWAY (SR-397)

Highway 96 West (SR-96W) will be widen to 4 lanes from Old Hillsboro Road (SR-46) to Mack Hatcher Parkway (SR-397). This section takes vehicular traffic out to the Westhaven development and out of the City's jurisdiction. There will be significant traffic as Westhaven continues to develop and other mixed use or residential development occurs in the northwest quadrant of the City. The 2015 LOS is D from Mack Hatcher Parkway to near the entrance of Westhaven. There is a small area that is a LOS C in front of the first Westhaven entrance and then moves to a LOS B. The 2040 LOS after improvements changes to a LOS of F in that section from Mack Hatcher to Westhaven and then has a LOS of D and C respectively. With the full build out of Mack Hatcher, this decrease in LOS can be attributed to the completion of this segment and more traffic using Mack Hatcher to get around the City and onto a State Route to go west.

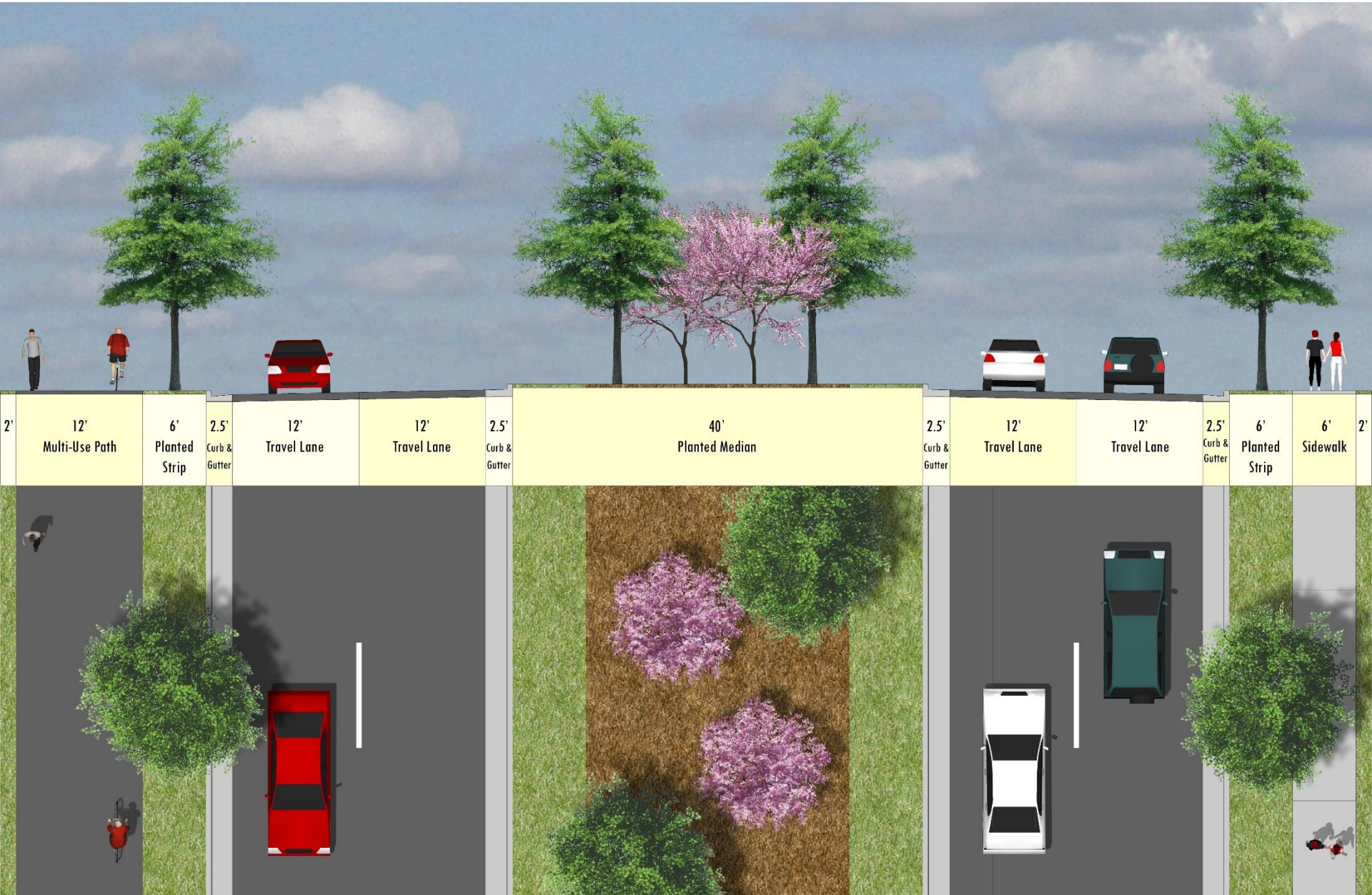
PROJECT OVERVIEW	
OVERALL COST:	$25,300,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin

PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.79 miles
EXISTING LANES:	2
PROPOSED LANES:	4
PROPOSED RIGHT OF WAY:	132 feet

PROJECT SPECIFICS	
LANE WIDTH:	12 feet
MEDIAN:	Yes
CURB & GUTTER:	Yes
PARKING:	No
PEDESTRIAN FACILITY:	Sidewalk (North Side)
BICYCLE FACILITY:	Multi-Use Trail (South Side)
TRANSIT FACILITY:	No

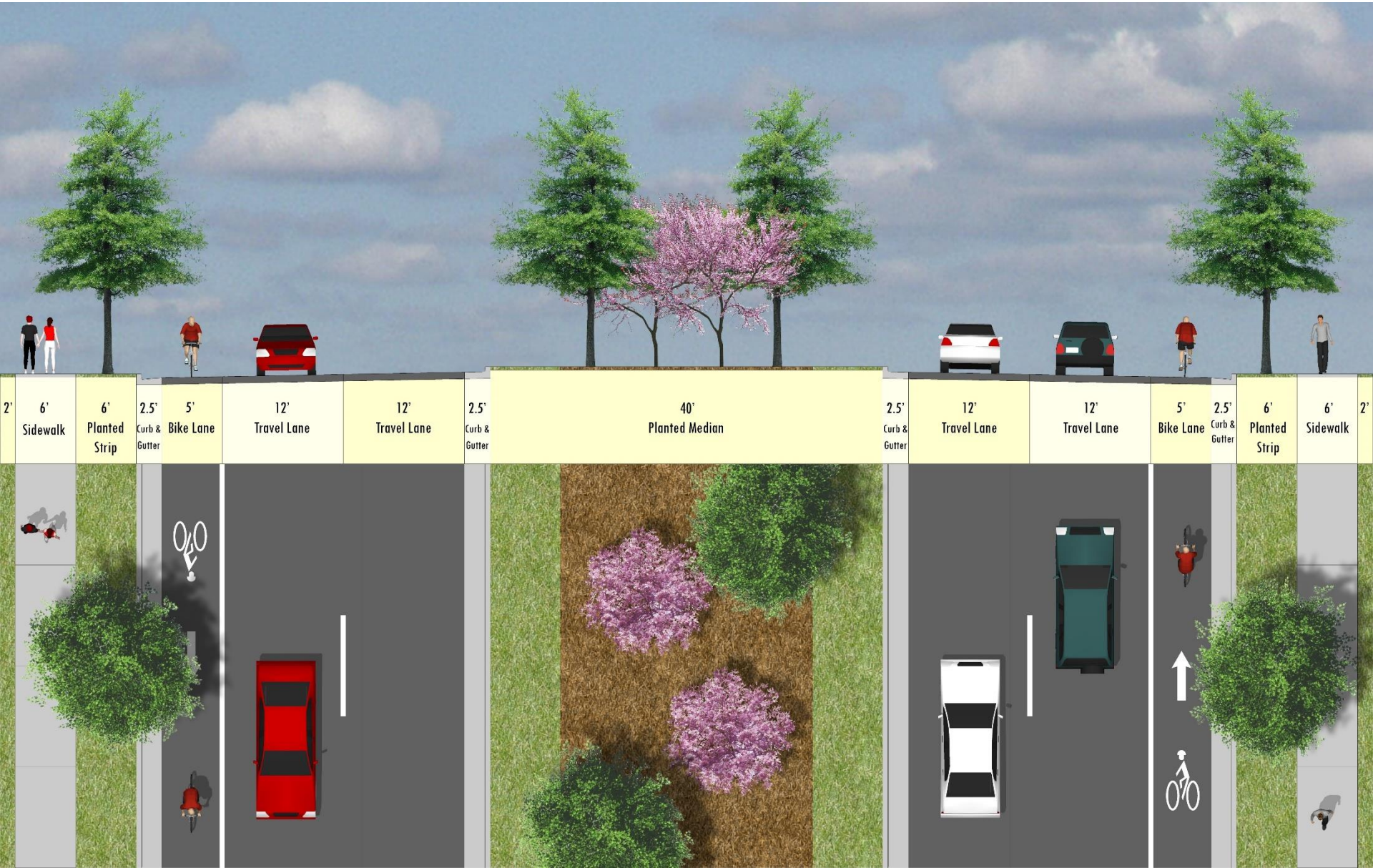
SECTION: 4 LANE 132’

Major Arterial: 46’ Median



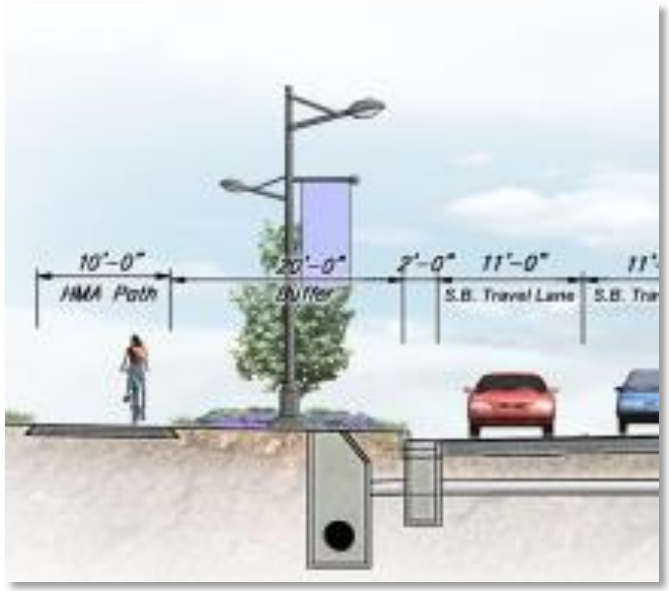
SECTION: 4 LANE 136’

Major Arterial: 46’ Median

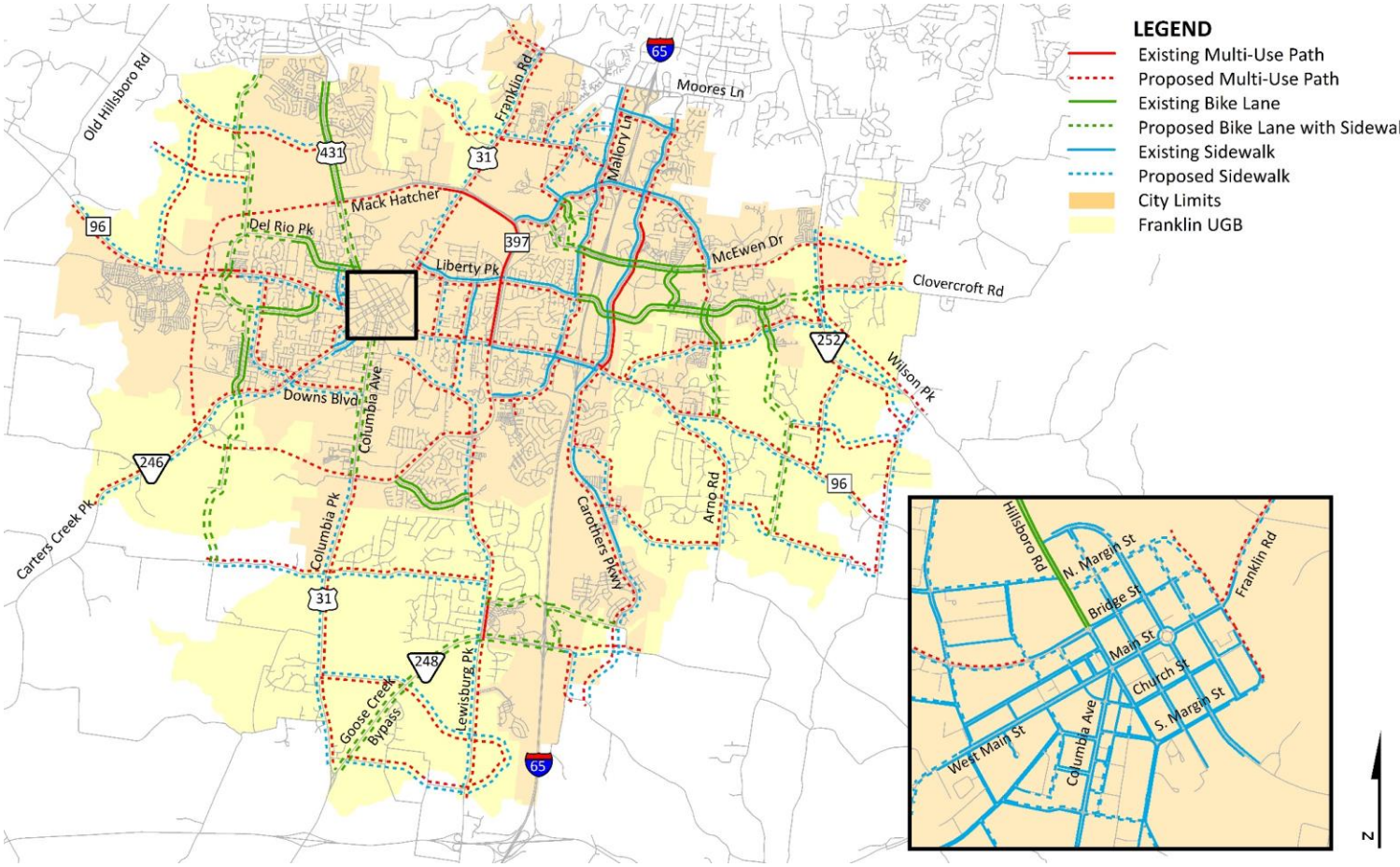


Bicycle & Pedestrian

- Existing facility maps
- Proposed bike/ped map
- Evaluate surrounding community connections
- Integrated bike/ped facility cross-sections
- Project opinions of probable cost
- Project prioritization

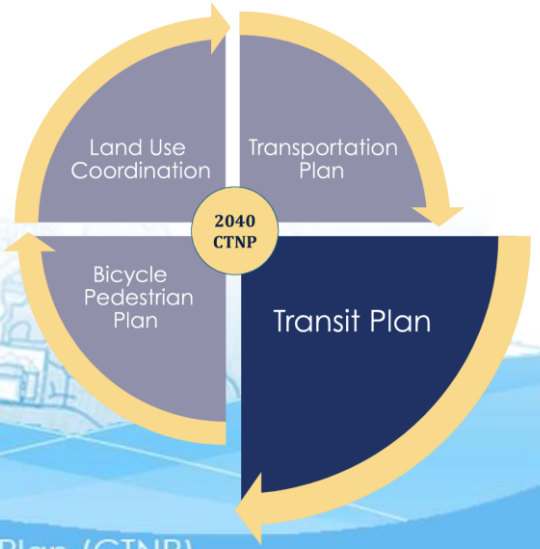


COMPLETE BIKE/PEDESTRIAN NETWORK

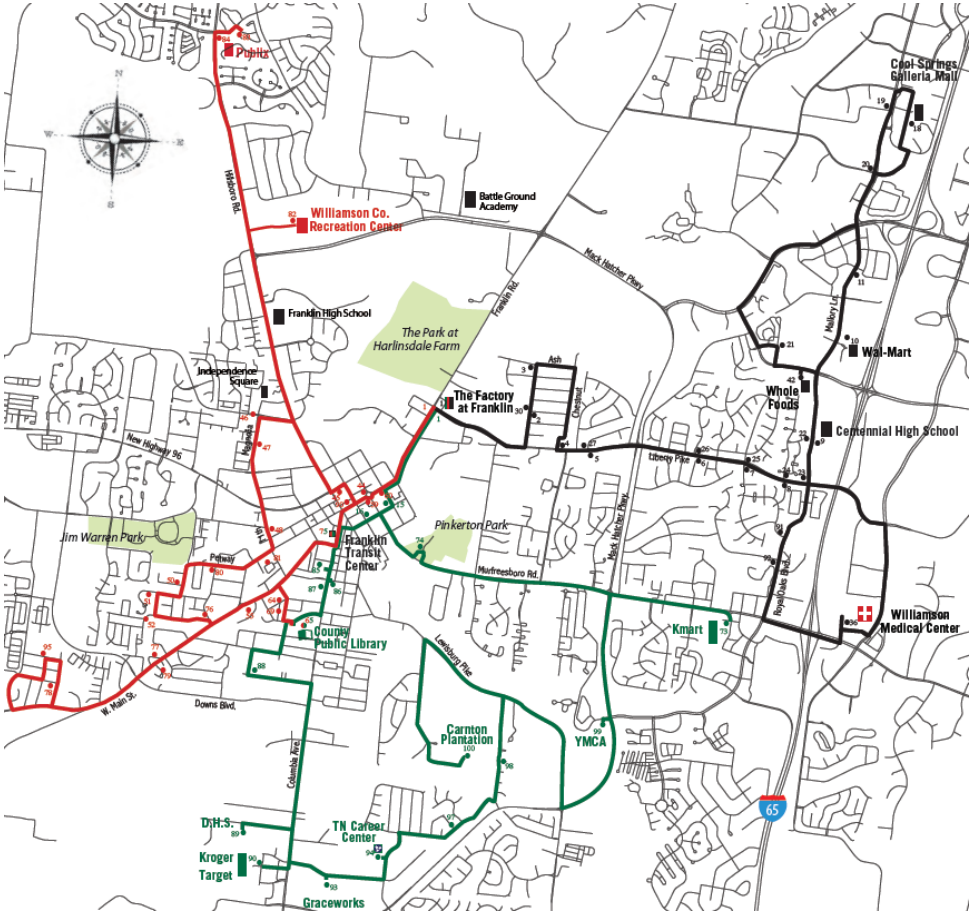


Transit Plan

- Analyze existing and proposed 2015/2040 fixed route service
  - Focus:
    - Cool Springs Circulator;
    - Parking Study in Cool Springs and Possible Public Parking/RTA Connections
  - 2015 - Existing RTA Franklin/Brentwood Express
  - 2040 - Proposed RTA Connections
- Reverse Commute Analysis



EXISTING FIXED ROUTE SERVICE

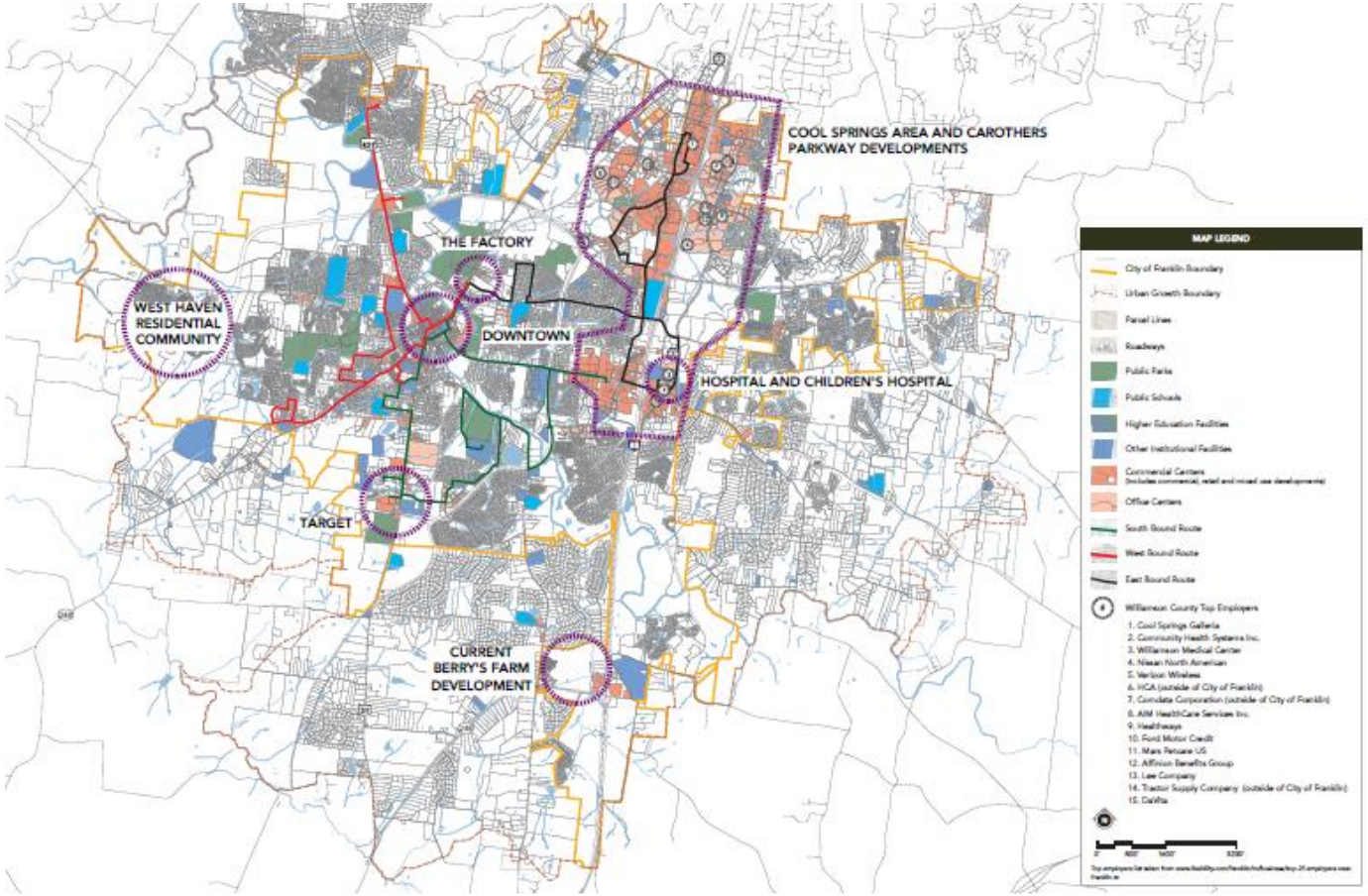


West Bound Route

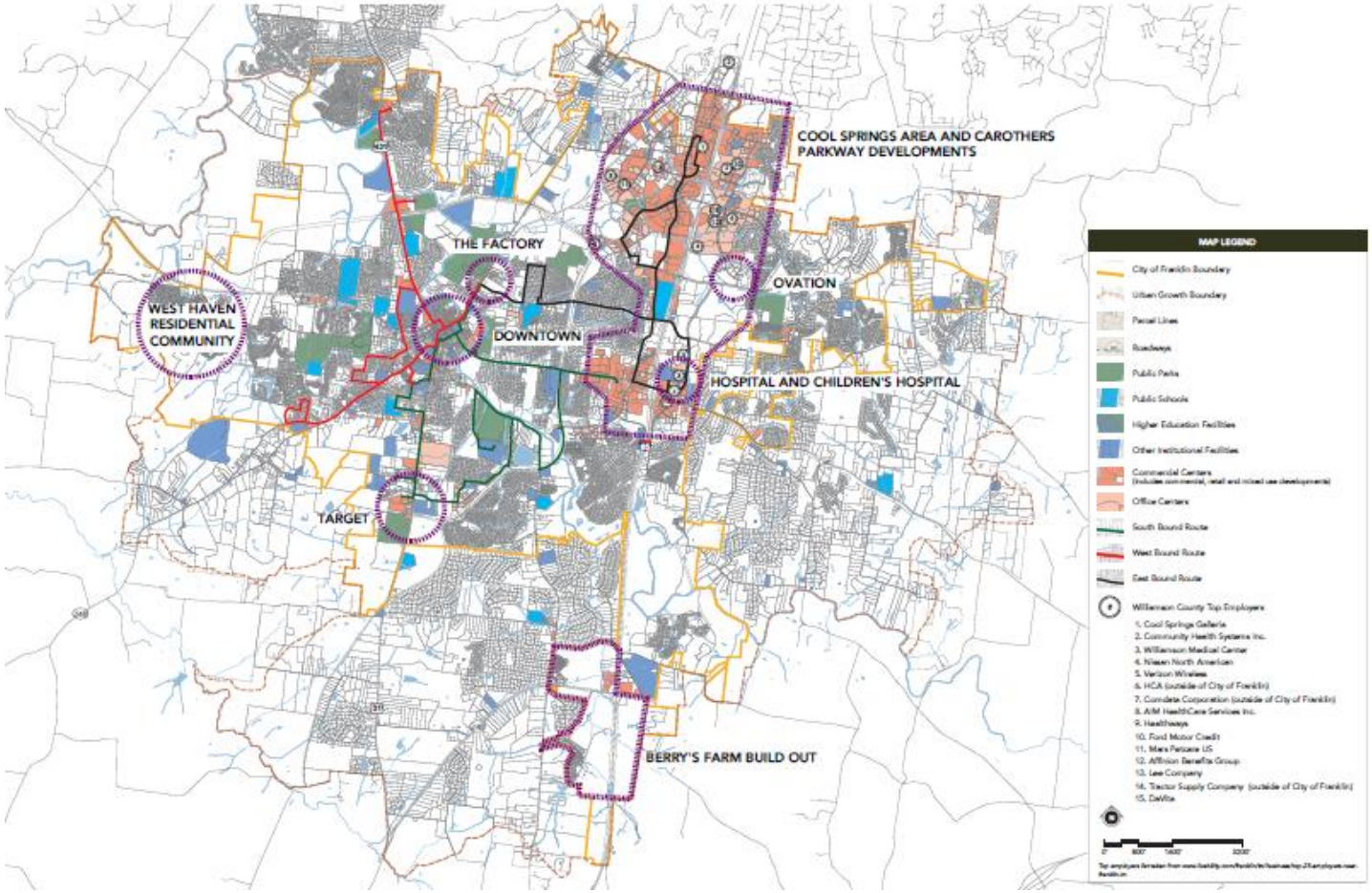
East Bound Route

South Bound Route

EXISTING ACTIVITY CENTERS



FUTURE ACTIVITY CENTERS



RECOMMENDATIONS IN CTNP

- Create a system wide transit plan to complement the work done on the CSMNS
- Service additional residential areas
- Lengthen hours of services
- Partner with area employers, social service agencies and others
- Improved commuter service
- Incorporating transit into transportation infrastructure
- Increased technology use

Project Achievements

- Adopted CTNP
- Adopted and updated the Landuse Plan
- Adopted a 10 year Capital Plan 2017-2026
- Improved the predictability associated with Development
- Worked with TMA Group / Franklin Transit Authority to complete a comprehensive transit study

QUESTIONS?

Thank You for Your Time and Participation!

Contact Information:

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